Utah's Metropolitan Planning Organizations July 13, 2016









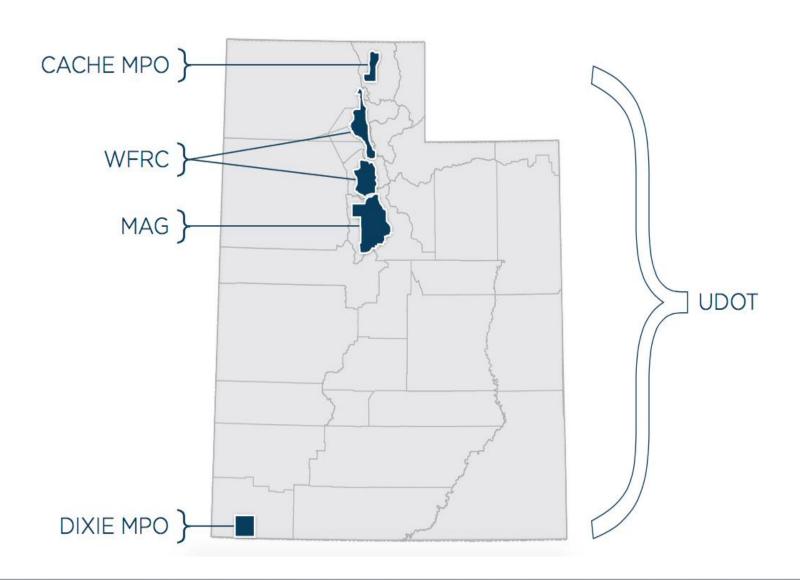




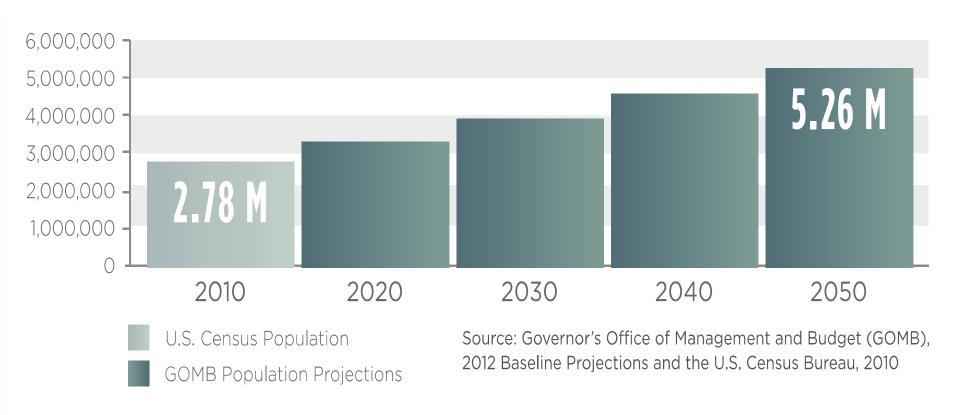




Transportation Planning in Utah



Utah's Population Growth





A Recognized Approach



Federal Transit Administration 12300 W. Dakota Ave., Suite 310 Lakewood, CO 80228 720-963-3330

Federal Highway Administration Utah Division 2520 West 4700 South, Ste 9A Salt Lake City, UT 84118 801-963-0093 (fax)

Mr. Carlos Braceras, Executive Director Utah Department of Transportation 4501 South 2700 West Salt Lake City, Utah 84119

Subject:

FY 2016 FHWA/FTA Transportation Planning Finding

To approve the FY 2016 - 2019 Statewide Transportation Improvement Program (STIP), in the STIP To approve the FY 2016 - 2019 Statewide Transportation improvement Program (STP), the including the Transportation Improvement Programs (TIPs) contained directly in the STIP, the Endowl University Administration and the Endowl Transit Administration much make a including the Transportation improvement Programs (TIPs) contained directly in the Sederal Highway Administration and the Federal Transit Administration must make a Federal Highway Administration and the Federal Transit Administration must make a determination that each metropolitan TIP is based on a continuing, cooperative and determination that each metropolitan TIP is based to a continuing of the cooperative and the property of the cooperative planning process in addition, this Planning Einding is based upon the cooperative planning process. determination that each metropolitan LIP is pased on a continuing, cooperative and comprehensive planning process. In addition, this Planning Finding is based upon the finding that all the projects in the CTID are based on a planning process in accordance with 22 II c C comprehensive planning process. In addition, this Planning Finding is based upon the finding that all the projects in the STIP are based on a planning process in accordance with 23 U.S.C.

This is the documented Planning Finding for the that all the projects in the STIP are based on a planning process in accordance with 23 U.S.C. 134, 135, and 49 U.S.C. 5303 and 5304. This is the documented Planning Finding for the 134, 135, and 49 U.S.C. 53U3 and 53U4. This is the documented Planning Finding It State of Utah's 2016 - 2019 STIP, and each of the incorporated TIPs for the following materialities planning organizations (BADOs): metropolitan planning organizations (MPOs):

Wasatch Front Regional Planning Council (WFRC). Mountainland Association of Governments (MAG). Cache Metropolitan Planning Organization (CMPO), and Cache Metropolitan Planning Organization (DMPO)

Planning Process Observations and Suggested Improvements The following strengths of the statewide and metropolitan planning processes have been identified:

- Unified Transportation Plan Process The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and transportation plans have been developed in utan has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It comprenensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally and has been identified as a case study for the Every Country 2 (EDC2) initiative. Their efforts to establish a stability and an application for serves as a pest practice nationally and has been identified as a case study for the Every

 Day Counts 2 (EDC2) initiative. Their efforts to establish a website and an application for

 mobile devices will increase the use of and consistency with the transport of the constant of the con mobile devices will increase the use of and consistency with the transportation plans in
 - the state.

 Local Planning Resource Program (LPRP) of the Wasatch Front Regional Council –

 No command the efforts of INEDC in astablishing the LDDD funding accounts county. Local manning Resource Program (LPRP) of the Wasatch Front Regional Council
 We commend the efforts of WFRC in establishing the LPRP funding program to assist
 Multiplicate in using the tools produced with the HIID implementation Creat to device we commend the entities of vivince in establishing the LPRY funding program to assist municipalities in using the tools produced with the HUD implementation Grant to develop their local land use and transportation place. In addition, building the Reducerbin for their local land use and transportation place. municipalities in using the tools produced with the HUU implementation Grant to devi-their local land use and transportation plans. In addition, briefing the Partnership for Sustainability Communities federal agencies on related progress has been appreciated.

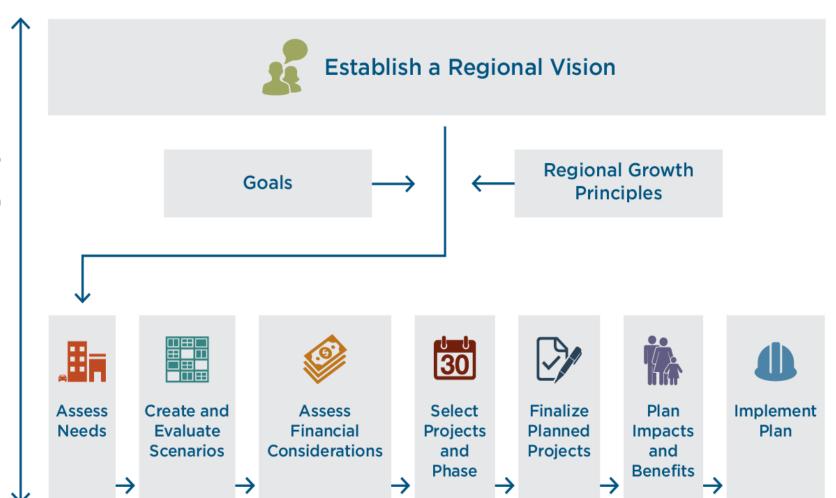
 This CIS based to a been appreciated. Sustainability Communities required agencies on related progress has been appreciated.

 UPLAN - This GIS based tool has enabled the state to share data maintained by various

 Peter agencies and her received extensive accordance with these state agencies. This
 - WPLAN This GIS based tool has enabled the state to share data maintained by various state agencies and has received extensive acceptance with these state agencies. This has resulted in greater addictionable by required agencies in the alaphing agencies. State agencies and has received extensive acceptance with these state agencies. This has resulted in greater participation by resource agencies in the planning process and

"The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally..."

Planning Process



Stakeholder Involvement and Agency Collaboration

Performance-Based Planning

Goal

Key Objectives **Key Perfomance Measures**

Mobility & Accessibility

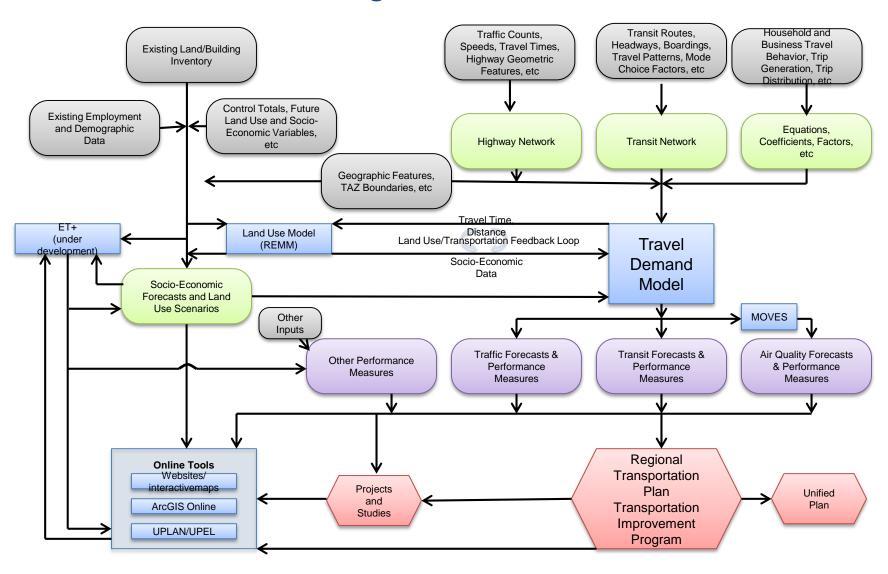
Reduce the likelihood of driving long distances daily

Increase the share of trips using non-SOV modes

Vehicle miles traveled per capita

Commute mode split percentages

Modeling and Data Flow



Public Involvement



MEETINGS & OPEN HOUSES





PRESENTATIONS



FAIR & CONFERENCE BOOTHS





SOCIAL MEDIA



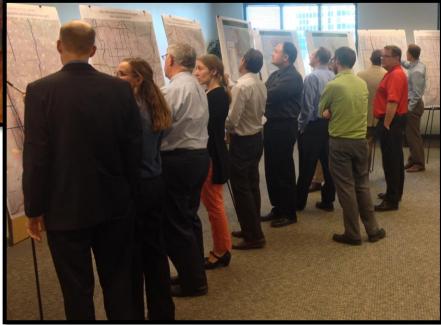
NEWS MEDIA & PUBLICATIONS

WEBSITE

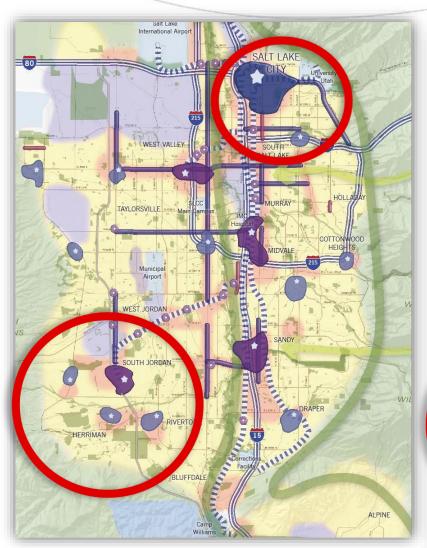


Public Involvement





Land Use and Transportation





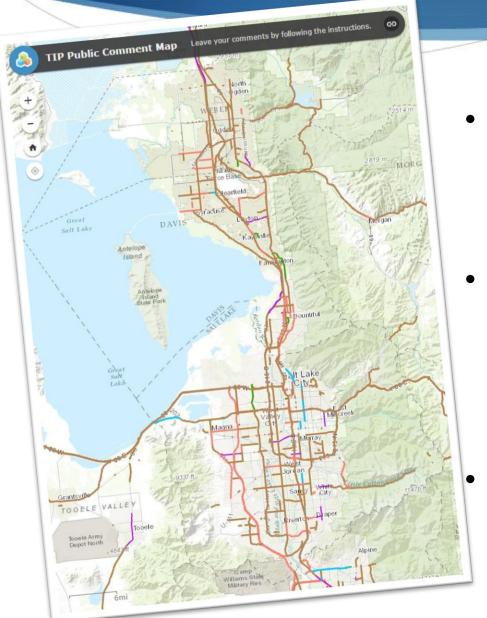


_____ 2050 _____

Robust Financial Model

New Revenues (UDOT & Local)							
	Scenario (Yes or						
UDOT New Revenues	No)	Year Added	Fee Assumption	% to UDOT	% Preservation	% Capacity	% Operations
Vehicle Registration 1	Yes	2018	\$10.00	70%	50%	50%	0%
Vehicle Registration 2	Y	2028	\$10.00	70%	50%	50%	0%
Vehicle Registration 3	es	38	\$10.00 L		50%	50%	0%
Vehicle Registration 4	s		\$10.00 \$10.00 \$10.00 \$10.00	70 p	50%	50%	0%
Vehicle Registration 5	Yes	20	\$10.00	0.70		50%	0%
Motor Fuel Tax Increase 1	Yes	2015	\$0.05	70%	50%	50%	0%
Motor Fuel Tax Increase 2	Yes	2025	\$0.05	70%	50%	50%	0%
Motor Fuel Tax Increase 3	Yes	2035	\$0.05	70%	50%	50%	0%
Motor Fuel Tax Increase 4	Yes	2045	\$0.05	70%	50%	50%	0%
Motor Fuel Tax Increase 5	Yes	2060	Je \$0.05	70%	50%	50%	0%
Special Fuel Tax Increase 1	es l		\$0.	70 7		50%	0%
Special Fuel Tax Increase 2	es	.02	\$0.05	7 0 J	50	50%	0%
Special Fuel Tax Increase 3	les	2035	\$0.00	7070	30%	50%	0%
Special Fuel Tax Increase 4	Yes	2045	\$0.05	70%	50%	50%	0%
Special Fuel Tax Increase 5	Yes	2060	\$0.05	70%	50%	50%	0%
Local (from UDOT) New Revenues	Scenario (Yes or No	Year Added	Fee Assumption	% to Local	% Preservation	% Capacity	% Operations
Vehicle Registration 1	Yes	2018	\$10.00	30%	50%	50%	0%
Vehicle Registration 2				2 3 3 3 3 6	50	50%	0%
Vehicle Registration 3	Defin	202	\$10	3 %		50%	0%
Vehicle Registration 4	es la la	2(5)	\$1 00	- W		50%	0%
Vehicle Registration 5	es	20.	\$10.°	%		50%	0%
Motor Fuel Tax Increase 1	Yes	2015	\$0.05	30%	50%	50%	0%
Motor Fuel Tax Increase 2	Yes	2025	\$0.05	30%	50%	50%	0%
Motor Fuel Tax Increase 3	Yes	2035	\$0.05	30%	50%	50%	0%
Motor Fuel Tax Increase 4	Yes	2045	\$0.05	30%	50%	50%	0%

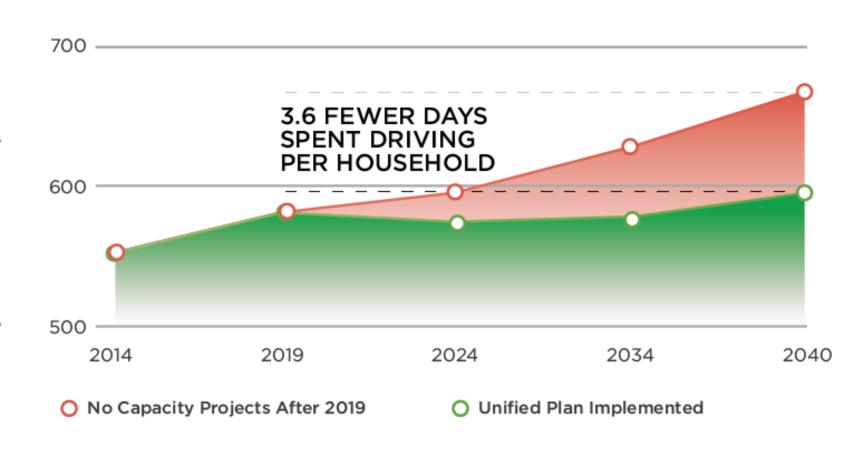
Transportation Improvement Program



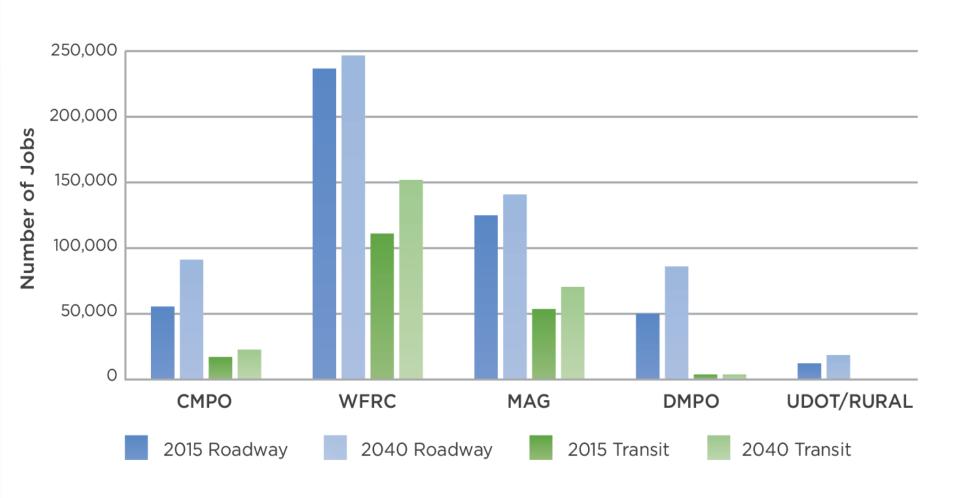
- Projects from Phase 1 of Regional Transportation Plans
- Identifies funding for projects over six-year period from federal, state, and local sources
 - Road, transit, biking, and pedestrian improvements

Less time spent driving





More Access to Jobs



Air Quality Benefits

VEHICLE EMISSIONS REDUCTION





Estimates are for Weber, Davis, Salt Lake, Tooele, Box Elder, Cache and Utah Counties.

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